THE DELAWARE AND HUDSON RAILROAD BULLETIN

SUSQUEHANNA RIVER
NINEVEH, N.Y.

"The D&H"

MARCH 1, 1934

Men Like You

PERHAPS he sometimes slipped a bit—
Well, so have you.
Perhaps some things he ought to quit—
Well, so should you.
Perhaps he may have faltered—why?
Why, all men do, and so have I,
You must admit, unless you lie,
That so have you.

Perhaps if we would stop and think,
Both I and you,
When painting someone black as ink,
As some folks do;
Perhaps, if we would recollect,
Perfection we would not expect,
But just a man halfway correct,
Like me and you.

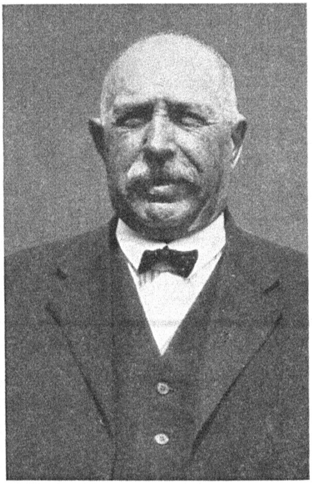
I'm just a man who's fairly good,
I'm just like you;
I've done some things I never should,
Perhaps like you.
But, thank the Lord, I've sense to see
The rest of men with charity;
They're good enough if good as me—
Say, men like you.

—THE INK SPOT.

The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

Sixty Years a Railroader

Entire Susquehanna Division Familiar to Giant Section Foreman



THOMAS MONAHAN, SR.

"SIXTY years seems an eternity when you are a boy and try to look that far ahead, but when you can look back, as I can, on 62 years of railroading, fifty of which were with The Delaware and Hudson, you wonder where it all went," says THOMAS MONAHAN, SR., retired Susquehanna Division section foreman. "Why it seems only a short time ago that I went to work carrying water on the Erie—I was nine then, now I am 73."

MR. MONAHAN was born in County Longford, Ireland, in 1860, but he recalls nothing of his homeland for when "TOM" was three years old his father, attracted by the reports of friends who had gone to America to work, brought his family to this country and found employment on an Erie Railroad section near Susquehanna, Pa., becoming foreman a few years thereafter.

"TOM" began his railroad career at the age of nine carrying water on his father's section at 75 cents a day, and was a member of one of the gangs which changed the Erie's track from wide to standard gauge. This was accomplished by first laying an extra rail between the two in use so that cars of both six-foot and 56½ inch widths could be operated temporarily; when all cars and locomotives had been changed, the outside rail was removed.

In 1883 MR. MONAHAN left the Erie to become assistant foreman of an extra gang under "Mike" Madden on what is now The Delaware and Hudson's Susquehanna Division. The second main track between Sidney and Bainbridge had been laid a short time before and Mr. Madden's men were ballasting the new track, a job which required most of the summer.

It is hard to believe that the great changes which have taken place in track practice during the past fifty years were possible in so short a period. Then most of the main line track rails weighed from 62 to 67 pounds per yard, and some were lighter; today our standard is 130 pounds. Then tie plates, anti-creepers, bonding wires, and a host of other appliances were unheard of. The roadmaster made his inspections of the track from a hand car, the motivating force of which was supplied by the bulging muscles of Irish or Italian trackmen. There were no block signals, and a foreman's attention was divided between the work at hand and the farthest point of track visible in both directions to catch the earliest possible glimpse of approaching locomotives.

When the approach of winter put an end to the work at Sidney, MR. MONAHAN was sent to Central Bridge to take charge of a gang. In those days two things were considered necessary to become a good section foreman: the man had to have a knowledge of track work, which MR. MONAHAN had gained in the preceding eleven years; the other qualification was the possession of sufficient size, strength, and courage to make his men do as they were told. MR. MONAHAN'S six feet, two inches of height, massive hands, and 190 pounds of bone and muscle apparently satisfied the latter demand.

In those days the section foreman, who hired and fired his own men, received his instructions from the roadmaster, who, in turn, reported directly to the superintendent. When MR. MONAHAN was employed Thomas Burke was roadmaster and C. D. Hammond superintendent. Later on the office of division engineer was created and the roadmaster was subordinated to him.

After fifteen months at Central Bridge MR. MONAHAN was transferred to Cobleskill as foreman of another gang. There were no motor cars to transport the men from their tool house to the day's work and the working day extended from 7 a. m. until 6 p. m.

"Pumping a hand car up Richmondville Hill was a pretty strenuous way of getting to the job in the morning," says MR. MONAHAN, adding with a smile, "but the return trip at night, coasting down the grade, made our homecoming easy."

During the summer months for many years MR. MONAHAN had charge of an extra gang which worked at various points on the division, returning to Cobleskill for the winter. An entire summer was spent relaying the single track between Delanson and Schenectady. His force of about 100 men were housed in eight boarding cars which were moved from station to station as the work progressed. Every foot of track was jacked and re-ballasted with gravel brought up the branch from Mechanicville.

When MR. MONAHAN went to Oneonta to take over a gang, his section, the entire Oneonta yard, extended from about the site of the new yard office to what is now Fonda Avenue, forming but a small mid-section of the present yard. Aside from the shop tracks and a few sidings, there were no yard tracks north of Fonda Avenue.

Two roundhouses and the car shops stood where only the latter are located today. The two roundhouses were so situated that to reach the second an engine had to be run on the table of the first, turned at right angle, run across an intervening track and over the turntable of the second, thence to the desired stall in the house. Both of these landmarks of the past have been removed since the more modern structure was built some distance south of the car shops.

After working at one time or another on practically every section on the Susquehanna Division, MR. MONAHAN was made foreman of a section extending from Oneonta two miles north to Emmons Crossing. It was in this position that he completed his 50 years of service with The Delaware and Hudson, retiring on pension February 1, 1933.

Do You Own or Rent?

THERE is a misconception of vast interest to realty owners toward the elimination of which little progress has as yet been made. That is the commonly held belief that real estate should furnish most of the tax revenues.

The comparatively recent imposition of new forms of taxation—income, gasoline, amusement, etc., and finally the proposed sales tax—are not so much based on a change of sentiment that it is inequitable for one form of wealth to carry the entire tax load as upon a growing realization that real estate simply cannot foot the entire bill.

Perhaps it is radical for a real estate man to question the advisability of spending—as we did in 1930—$1,479,186,647 for highways in the United States, exclusive of expenditures for city streets. I question it, for I believe that the chief beneficiaries of this liberal spending policy are the owners of inter-city trucks and buses, and because I cannot lose sight of the fact that 58 cents out of every dollar to build these six-lane concrete truck highways is raised by property taxes at the expense of the home owner and renter. Does any real estate man seriously contend that an express highway raises the value of the property through which it passes? Sometimes it does quite the reverse.

—*New York Times.*

Reasonable Request

The man and the girl were saying good night on the doorstep when a window above them was suddenly thrown open and a weary voice said:

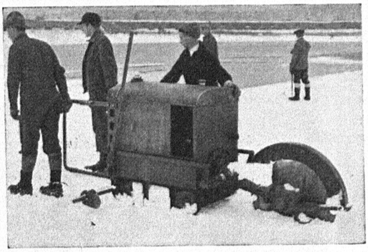
"My dear sir, I have no objection to your coming here and sitting up half the night with my daughter, nor even to your standing on the doorstep for two hours saying good night. But out of consideration for the rest of the household, which wishes to go to sleep, will you kindly take your elbow off the door bell?"—*New Jersey Bell.*

Harvesting Ice

For Delaware and Hudson Use

ICE, twenty-nine thousand tons of it, enough to supply the needs of a good-sized community, is required by The Delaware and Hudson each year for the protection of perishable freight shipments and for use in passenger cars, stations, shops, offices and in the cabooses and locomotive cabs for the benefit of train crews.

Six principal sources of natural ice supply, each approved by the local Board of Health, furnish the amount required for use at nearby points. Although ice was formerly taken from Lake George, a smaller body of water was considered more satisfactory in many respects, especially in mild winters when the larger lake failed to freeze to the required depth. So Glen Lake, six miles south of Lake George, now provides for the Saratoga Division. Lake Placid and Lake Champlain normally supply the needs of the Champlain Division, though in mild weather ice is obtainable from the Saranac River at Cadyville for use at Plattsburg. A private pond at Salem fills the requirements of the Rutland and Washington Branch, the milk trains on which take most of the 4,400 tons harvested there. Schenevus Lake, owned by The Delaware and Hudson, is the source of supply for the Susquehanna Division, while ice for the Pennsylvania Division is obtained from Hathaway's Pond, south of Thompson.



Power Saw for Marking Ice Cakes

Not until the ice reaches a thickness of a foot or more does the harvesting commence, since all the cakes must be at least ten inches thick. If necessary, any accumulation of snow must first be removed by scraping and shoveling, following which a gasoline-driven power saw is moved back and forth across the pond, cutting just a little more than halfway through the ice and marking it off into cakes 22 by 32 inches. A channel is then opened up through which the ice can be floated to the hoist. After the removal of the "key" cakes, blocks 75 to 100 cakes long and 15 wide are "spudded" off and pushed down the main channel to the narrow canal leading to the conveyor. Here the ice is barred off with a needle-bar into individual cakes which float to the foot of the incline up which they are carried by an electric hoist.

At the top of the incline the route divides so that desired cakes may be diverted to any one of three

(*Continued on page 43*)

Insurance Benefits $65,406

Payments Made in Three-month Period Under Group Life Plan

THE beneficiaries of thirty-seven active employees and three retired veterans received a total of $65,406 in Life Insurance benefits during the three-month period from November 1, 1933, through January 1, 1934, under the Delaware and Hudson-Metropolitan Life Insurance Company Group Plan. In the preceding quarter, August, September and October, 1933, 41 claims, amounting in all to $83,210, were paid.

Individual payments were made as follows:

NAME	OCCUPATION	LOCATION	DATE DIED	AMOUNT
Bagley, James	Crossing Watchman	Green Island	11-26-33	$1,000
Bessette, Joseph H.	Crossing Watchman	Cohoes	12-28-33	1,000
Brehm, Frank T.	Trainman	Saratoga Spa	9-25-33	1,000
Bulson, Walter S.	Checker	Albany	1-3-34	1,400
Case, Martin	Crossing Watchman	Scranton	12-27-33	1,000
Corliss, Raymond	Car Inspector	Mechanicville	12-15-33	2,000
Coryell, George V. (P)	Fireman	Carbondale	10-31-33	t 104
Couse, David, Jr. (P)	Agent	Slingerlands	11-7-33	2,400
Cushing, John (P)	Patrolman	Colonie	12-28-33	1,000
Demczyszak, Dymit	Chipper	Colonie Shops	11-20-33	1,600
Duffy, John J.	Bridge Operator	Troy	12-6-33	1,000
Eccleston, Railton J.	Clerk	Albany	10-31-33	a 2,000
Emmons, Frank	Engineman	Carbondale	10-27-33	3,600
Farrell, Edward E.	Conductor	Oneonta	11-3-33	c 5,000
Farrington, Albert H.	Trucker	Mechanicville	11-29-33	1,000
Fletcher, William S.	Trainman	Carbondale	11-23-33	1,000
Greene, Florence L.	File Clerk	New York	11-24-33	1,800
Heatherman, Michael (P)	Baggageman	Binghamton	12-26-33	500
Houston, Edward	Hostler	Carbondale	12-13-33	2,200
LeCours, Philip	Trackman	Smith's Basin	10-22-33	1,000
LeGallez, William H.	Claim Agent	Oneonta	1-16-34	3,400
Madigan, Joseph A. (P)	Clerk	Troy	11-2-33	1,400
McEvoy, Michael J.	Crossing Watchman	Glens Falls	12-16-33	1,200
Miller, George F. (P)	Tel. and Towerman	Kenwood	12-19-33	1,800
Mollahan, James	Crane Operator	Wilkes-Barre	12-3-33	1,400
Moore, Arthur E.	Plumber and Piper	Colonie	12-28-33	2,200
O'Brien, Timothy	Crossing Watchman	Green Island	11-2-33	500
O'Horo, Frank A.	Trainman	Carbondale	8-21-33	2,200
Pidgeon, Thomas F.	Plumber Foreman	Carbondale	12-7-33	2,800
Purcell, William (P)	Crossing Watchman	Ballston	11-22-33	1,000
Rohrmiller, John T.	Clerk	Albany	11-28-33	1,000
Saxton, Grover W.	Crossing Watchman	Parsons	1-3-34	1,600
Sessions, William H. (P)	Foreman	Oneonta	12-23-33	2,800
Treat, Egbert A.	Master Carpenter	Carbondale	12-23-33	1,600
VanAuken, James M.	Car Inspector	Binghamton	12-18-33	1,800
Whitehead, Earl	Carpenter Helper	Green Island	1-2-34	t 1,002
Wood, Ernest	Trainman	Carbondale	1-21-34	2,800

DEATH BENEFITS PAID

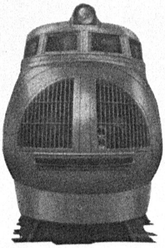
Jones, John E. (P)	Blacksmith	Carbondale	12-23-33	1,800
Sutton, John M. (P)	Crossing Watchman	Hudson	11-15-33	1,000
Weeks, Albert C. (P)	Baggageman	Albany	12-27-33	500
				$65,406

(P) Pensioned employee.

a Includes payment under Accidental Death and Dismemberment option.

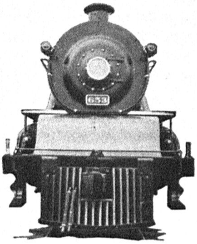
c Conductors' Special Life Insurance included.

t Balance under Total and Permanent Disability Insurance.



Streamlining the Railroads

The Iron Horse Faces A New Competitor



REVOLUTIONIZING the railroad industry! Thus the press greets the announcement by two western systems that they are about to experiment with a new design of passenger train. Great credit is given the airplane designers who participated in the creation of the new equipment, yet as long ago as August 8, 1865, the United States Patent Office records show that one C. R. Calthrop was given Patent No. 49,227 on his design for streamlining a passenger train as "a method to diminish atmospheric resistance." The patent covered a pointed front and tapered rear end of the train, as well as a method of enclosing the openings between the cars and between the locomotive and the first car. Lack of a speed-conscious public in his day prevented Calthrop's putting his invention to any practical use.

The Union Pacific and Burlington lines, independently of each other, are now pioneering in the development of fully streamlined equipment. Each has placed orders for a three-car train, the two being similar in many respects. (The Union Pacific has also ordered a six-car unit with sleeping accommodations.) Both are powered by internal combustion engines and electric drive through the front truck. The trains are articulated, that is, the rear end of the first car and the front end of the second car are carried on a single truck common to both. In the same way the rear of the second car and the front end of the third rest on a common truck. All the trucks are of the four-wheel type.

In addition to the engine room and operating "cab," the first car contains baggage and mail compartments. Seats for 116 passengers are provided in the two remaining cars, a buffet from which light meals may be served being tucked into the otherwise waste space at the rear of the train.

As shown by the accompanying illustrations, the outer shape of the train resembles that of the fuselage of an airplane. Tubular in cross section, the trains have plow-shaped fronts and rounded "sterns." Windows of shatter-proof glass are set flush with the outside of the cars. They do not open as air-conditioning apparatus makes this unnecessary and thus adds to the cleanliness of the interior of the car and the comfort of the passengers. The usual ventilators are also absent, though the system used permits smoking in any part of the cars without annoyance to neighboring passengers. In winter warm air is forced into the cars through a series of ducts located under the floor, the impure air passing out through another set of openings in the ceiling, while in summer the direction of the air is reversed, cool air entering at the top of the car while the impurities are sucked out through the lower set of openings.

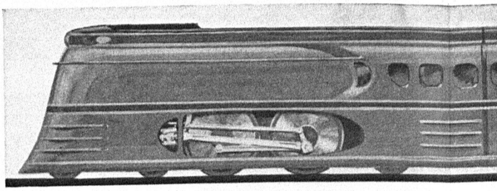
The steps are drawn up within the car when it is in motion so that they offer no wind resistance. An apron extending down from the floor of the cars shrouds the trucks, thus decreasing the wind resistance at that point.

Designed to operate at a maximum speed of 110 miles per hour in order to be capable of keeping to schedules of 90, the new equipment necessitated the construction of braking apparatus capable of stopping it in the distance now required to stop our present trains, unless existing signals were all to be relocated and grade crossings entirely eliminated. A new straight-air brake was designed by Westinghouse for the service. It combines electrical as well as pneumatic control, either of which will operate the brakes in the event of a failure of any part of the apparatus. The use of 100 pounds brake cylinder pressure is permitted by the addition of a controller that automatically reduces the air pressure to correspond to the speed of the train, thus avoiding sliding the wheels. The equipment will also operate in conjunction with other standard brake systems if it is necessary to tow the train or operate it coupled to another in an emergency.

Had a sufficiently light-weight Diesel engine of the required power and reliability for railroad service been available when the Union Pacific train was being designed by its builders. The Pullman Car and Manufacturing Company, both trains would probably be Diesel-powered. As it is, the Burlington's "Zephyr" has a Diesel engine while the Union Pacific's train has a gasoline, or rather distillate-burning engine, each being of 600 horsepower.

The principal difference in the units is, however, in the materials of which they are built. As reduction of weight seemed of primary importance, Pullman selected aluminum alloys which, in addition to their lightness and strength, can easily be shaped into angles, I-sections, or any other shape needed in car building. In plates they can readily be bent in the curves required in streamline design. They can also be riveted and spot-welded without injury to the surrounding metal. Of course such parts as bolsters, truck frames and articulation castings are made from special alloy cast steel.

In the Burlington train, the Budd Manufacturing Company has used stainless steel. Like aluminum, this is non-rusting and requires no paint for protection against corrosion or for purposes of ornamentation. A special "shot-welding" process, developed by Budd, does not injure the steel near the weld or make it likely to corrode as is the case with the usual welding operation. Full details of the "Zephyr" are not as yet available, but it is understood that it weighs 180,000 pounds while the Union Pacific unit tips the beam at 160,000, the difference being accounted for at least in part by the greater weight of the Diesel engine in the former.

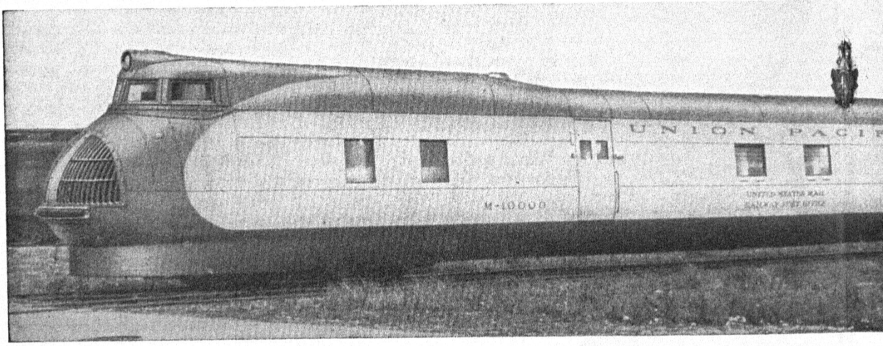


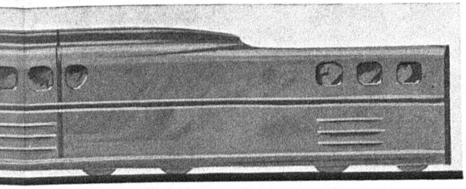
Streamlined Steam Power

In order to obtain extreme lightness, airplane design has been resorted to. Instead of the heavy side and center sills which form the backbone of the usual train and absorb the various shocks transmitted through the draft gear, design of the new cars requires that floor, side and roof members must all bear a part of the load and the pull of the traction motors. Under such conditions it is not altogether pleasant to think of what might happen in the event of a collision with another train, or with a heavy truck at a grade crossing. The design of the front of the train is such that it is supposed to slide over the top of any obstruction thus encountered.

Speeds of 90 miles an hour are not new in railroad circles. In November, 1892, the Reading's locomotive No. 385, pulling a four-car train between New York and Philadelphia, covered a mile in 37 seconds or at the rate of 97 miles per hour. Six months later the New York Central's 999 pulled the four cars of the *Empire State Express* at 112.5 miles an hour, a record that still stands. In 1895, a single locomotive took the *Empire* from New York to East Buffalo, 436.5 miles, in 407.5 minutes, averaging 65 miles an hour for the trip. Similarly, the run from Camden to Atlantic City, N. J., 55.5 miles, was regularly made at from 70 to 74.4 miles per hour, start to stop. In every case cited the capacity of the train was considerably greater that that of the newly designed "flyers."

Steam units now in use are capable of taking





Courtesy The American Locomotive Co.

twelve to fourteen Pullmans at 90 miles an hour without resorting to light-weight equipment or streamline design.

Before concluding that automotive types of equipment are to relegate the "iron horse" to the discard, the comparison should be carried a step further. Wind-tunnel tests of a three-car train of the present type show that it requires 1,700 horsepower to propel it 90 miles an hour, as against only 500 for the new streamlined unit of three cars. For a ten-car train of standard design 3,400 horsepower are required for the same speed.

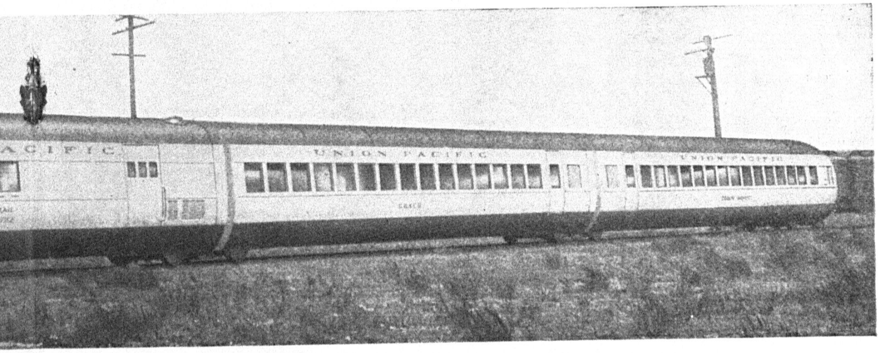
Since, at that speed, about 90 per cent of the total power is used to overcome wind resistance of a standard train, and as streamlining will reduce the resistance by over 50 per cent, a three-car steam train remodeled from existing equipment would require but 935 horsepower, while a remodelled ten-car train would need but 1,870. When it is considered that the new trains are intended for main line operation between large centers of population, it seems proper to make comparisons on the basis of ten- rather than three-car units, in which case the horsepower required per car would be 187 for the steam train against 167 for the light-weight type.

The matter of weight reduction has, perhaps, been over-emphasized in considering the new trains. Except at starting and stopping or when climbing long grades, the weight of a passenger train does not figure very largely in computing the necessary power of the locomotive. Weight does help materially in producing good riding equipment and in holding it on the rails at high speeds. It is fanciful to talk of running transcontinental trains at 90 miles an hour over the Alleghenies, the Rocky Mountains or the Sierras. Even lightweight trains, had they sufficient power to permit such speeds, would have to negotiate sharp curves for years to come. Similar conditions existing on our lines render such speeds impractical as, for example, along the edge of Lake Champlain.

One advantage of automotive equipment is that it permits dispensing with the usual roundhouse equipment of turntables, ashpits, etc. With the operation of the new equipment in conjunction with steam, which will still be required for handling freight, express, milk and other commodities, a dual organization and extra equipment will be needed at all terminals.

Inasmuch as fuel and repair costs, as represented by horsepower requirements, are but two among several items in the total cost of operating trains, the advantages of the new units may not be great enough to justify their general acceptance. Investigations by some of the principal eastern railroads have indicated that they are actually negative.

In any event it seems unlikely that the new trains will solve the problem of regaining sufficient passenger business to justify the expenditure involved.



The
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PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 14 March 1, 1934 No. 3

If thou couldst in vision
See thyself, the man God meant,
Thou never more wouldst be
The man thou art, content.

—ANONYMOUS

Yelping Dogs

MY dad and I, long years ago, were walking down the street, when suddenly a little dog came yelping around our feet. He snapped and snarled so viciously, that measly little pup, it looked to me as though he thought that he could eat us up. I turned and threw some stones at him, which always missed the mark, and when I'd try to drive him off, the louder he would bark.

"Now, son," my father said to me, "just go along your way and pay no heed to yelping dogs; remember what I say. You'll notice if you let him be, and only hold your peace, the little cur will soon grow tired and all his bluffing cease; but every time you stamp your foot and shout to him, 'Begone,' you show that he's annoying you, and he will bark right on. It takes a dog to fight a dog—just post that o'er your shelf. When canines come and snarl at you, don't be a dog yourself. And later, when you've grown to man, and petty men attack, don't stop to pick up stones to throw, don't try to answer back. Just walk right on and pay no heed to anything they say, and very soon they'll give it up and go another way."

It's a very old and simple trick these petty minds employ—they say the gods will first enrage the man they would destroy. And little dogs and little men, who snarl behind your back, will only snarl the louder if you answer their attack. And they'll have done the very thing they started out to do, if, being yellow dogs themselves, they make one out of you.—*The Ink Spot.*

Too Slippery

COMING out of Binghamton not long ago we overheard a couple of travelers in conversation. In fact they talked so loudly that it would have been impossible not to have overheard. They were rehearsing the shortcomings of the railroads.

"No, I never give the railroads any business," said the first. "They send their solicitors around from the Lackawanna, the Central, and the D. & H., but I have a truck and I bring my stuff in in that. When I want to go anywhere I drive my car."

After several more remarks of the same sort, the second traveler interrupted to ask, "Where's your car today? Put up for the winter?"

"No," replied the other, "The roads are too slippery to be driving today, so I took the train!"

This, briefly, sums up the attitude of too many Americans toward the backbone of the national transportation system. The railroads are no good except as a last resort. Yet, when, because lack of patronage, some railroad service or facility is discontinued, they complain the loudest. It is the fault of these very folks that passenger service has been cut to ribbons and freight schedules curtailed. They are like the farmer who resented the death of his horse just at the time that he had it where it would live without eating. The railroads cannot starve forever and still be available when "the roads are too slippery."

Bulletin Index

SEVERAL *Bulletin* readers have from time to time requested copies of the *Index* for 1925. As the available supply was exhausted some months ago it has been necessary to explain this to each applicant. Due to the large number of such requests which have continued to come in, the *Index* for 1925 has been reprinted. A supply of the *Index* for all volumes of *The Bulletin* from 1925 to 1933, inclusive, is now available to all readers. Please address the Supervisor of Publications, Delaware and Hudson Railroad Corp., Albany, N. Y.

Veterans' Annual Meeting Held at Carbondale

AT the Thirteenth Annual Business Meeting of The Delaware and Hudson Veterans' Association, held in the High School Auditorium, Carbondale, Pa., Sunday, January 21, the 1933 officers were unanimously reelected. They are: President PHILLIP A. REYNOLDS, Oneonta; Secretary W. J. HILL, Albany; and Treasurer F. H. BAKER, Carbondale.

Nearly 300 veterans, their families and guests were aboard the special train from Albany when it reached Carbondale, where they were joined by over 100 more, making this the largest group ever to attend a business meeting of the association.

According to the report of Secretary W. J. HILL there are now 1,488 members in good standing in the association.

President REYNOLDS reported that the organization's one-time sizeable deficit had been substantially reduced during the past year and that the remittances of dues prior to the meeting were expected to wipe out the small debit balance which remained.

A program of entertainment, presented under the direction of N. S. BURNS, featured tap dancing by WALTER FLYNN and a tenor solo, *Trees*, by CLARENCE MACKIN, accompanied by ROBERT MASTERS at the piano; selections by the "Silver String Orchestra" composed of WILLIAM LEWIS, MICHAEL CHELLA, FLOYD SIMERELL, and DONALD HADSELL; and a piano solo, *The Robin's Return*, by Constance Lasher, granddaughter of J. B. SAMPSON.

Brief speeches were made by Superintendent C. A. MORGAN, and past presidents MARTIN CRIPPEN and H. N. ATHERTON.

Harvesting Ice

(Continued from page 37)

cars which are being loaded simultaneously. By this method it is possible to load three cars or 90 tons every half hour, after which the cars are shifted and a new set loaded. This method is in use at Glen Lake.

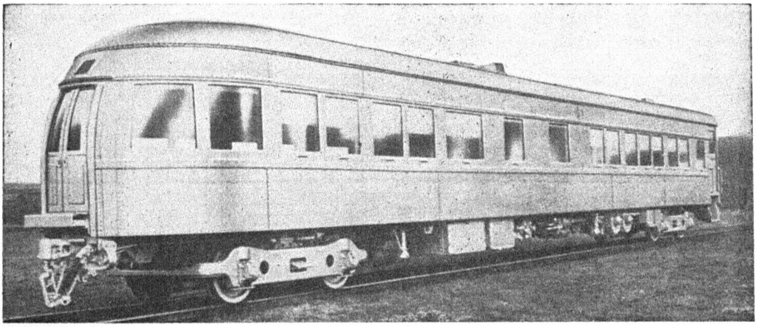
At Schenevus Lake steam power is used to operate the conveyor which deposits the ice cakes on a 340-foot platform where an endless chain with sprags every six feet feeds it to men loading eight cars at a time and to another group which, at the same time, switches it into a 340 by 30 foot stack.

The loaded cars are then taken to the various ice-houses where the cakes are unloaded and stored beneath a 12-inch blanket of sawdust to prevent excessive shrinkage.

"Ride A Bus"

Passenger (in bus stuck in snowdrift)—"We can't sit here all day, driver. What are we going to do?"

Driver (fed up) "Well, 'ow about makin' a nice snow man?"



Semi-Streamlined Pullman Observation Car

Whitehall Crossings Eliminated

By Project Involving Sweeping Changes to Station and Track Layout

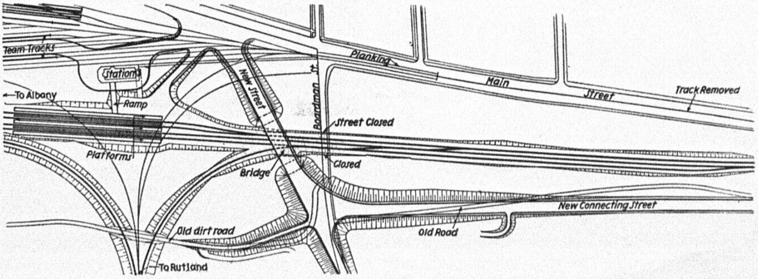
THE biggest and most difficult grade crossing elimination project, with the possible exception of that at Albany, on The Delaware and Hudson Lines is now approaching completion at Whitehall, N. Y. The substitution of an open cut, spanned by several bridges carrying the village streets across the railroad right of way, for the tunnel at this point without interfering with train operation was described in *The Bulletin* of June 1, 1932. This supplementary article has to do with the realignment of the tracks and changes in the station arrangement.

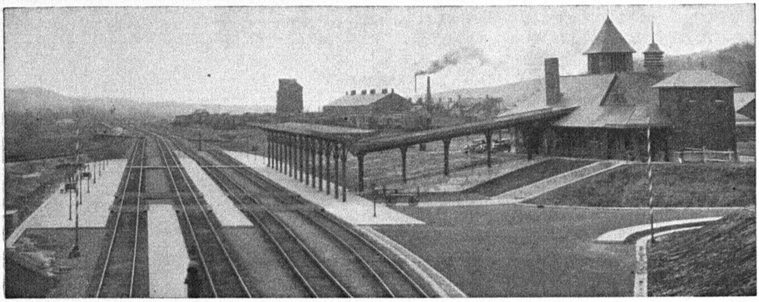
Trains from the south formerly passed to the west of the station, crossed Boardman Street at grade, and then continued for approximately 1,000 feet over a single track up through the center of Main Street, an important thoroughfare and through highway route, at six miles per hour. Just beyond the point of divergence of the street and the railroad, or about 2,500 feet north of the passenger station, the track passed through an old single track tunnel 677 feet long. Over the tunnel, the railroad was crossed in succession by Saunders, Division, and High Streets, and about 175 feet beyond the tunnel's north portal, the single track was crossed at grade by Bellamy Street, which is at the north limits of the town in this vicinity. Another street, Church, extended partially over and parallel to the tunnel, branching off from Main Street at the point where the track left that street to enter the tunnel. This street extended north to just beyond its intersection with High Street, from which point it swung to the northwest and continued to a connection with the state highway to points north.

The new railroad line leaves the old right of way about 1.4 miles south of the tunnel, passing to the east of the station and at a maximum about 200 feet east of the old line. Beyond the station the tracks run under a new highway bridge which replaces the now closed Boardman Street crossing; the line passes behind some buildings on Main Street and over the former site of others, thence through a two-track concrete box and finally through an open cut to the main line outside the village limits.

The change in the grade line at the station, which is now twelve feet higher than the tracks, necessitated a number of alterations in that vicinity. Because of the steep pitch from the tracks to the station, which could not be negotiated by baggage and express trucks, an elevator was installed in the north end of the building to lower trucks to the track level and a concrete runway was built between the tracks and the elevator pit. Four platforms are provided adjacent to the station tracks. A butterfly-type roof is provided along the station side of the right of way and also over the walk leading from the station to the tracks to protect passengers in inclement weather. A driveway from Main Street provides for vehicle traffic.

Ample trackage is provided by four tracks at the station, one of which terminates in the main line just south of what was formerly Boardman Street, while the third converges with the northward main





about midway between the depot and the former site of the tunnel.

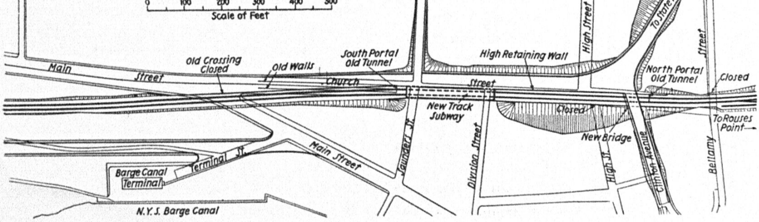
Boardman Street was closed, being replaced by a new street running over the tracks on a bridge a short distance south of the abandoned thoroughfare. Beyond the tracks the bridge roadway descends to the ground level over three ramps, one leading southward to an old dirt road, another proceeding in a straight line from the bridge, while the third runs northward over a new connecting street which terminates in Main Street just beyond the New York State Barge Canal terminal.

The old tunnel, except for 241 feet at the south end, was made an open cut, retained on the west side by a high concrete wall. The 241-foot section, which was in very unstable ground, was replaced by a two-track reinforced concrete box, which serves the dual purpose of insuring the stability of the railroad in this section and acts as a bridge to carry both Saunders and Division Streets over the tracks. High and Bellamy Streets were both closed on each side of the tracks, but another street, Clinton Avenue, formerly closed at the right of way, was widened, improved, and carried over the new railroad cut.

Church Street, which formerly ran parallel to and partially over the tunnel, was extended along the top of the west retaining wall of the cut, widened to 36 feet and paved, thus forming a practically straight link for through traffic between Main Street on the west side of the tracks and the state highway north of the town.

New signaling facilities have also been provided throughout the length of the project. The switch at the end of the double track, 300 feet north of the station, was equipped with a power operated machine which, together with the signals for directing train movements, is controlled from the operator's office in the station.

The new station and track arrangement, together with the improvements planned for the freight yard now under construction at Tub Mountain just south of the village, give Whitehall rail facilities adequate to meet any probable future requirements.



These Hard Times

GEORGE McKee of Anderson, S. C., says times are not hard. That it all depends on what you mean by "Hard." Here's the way George puts it:

Don't talk to me about hard times. I was born eight miles from a railroad, five miles from a school house, nine miles from a church, 885 miles from New York; 200 yards from a wash hole, fifteen feet from a corn field and 8,767 miles from Hongkong.

Our nearest neighbors lived two miles away and they couldn't read or write. I never saw a suit of underwear until I was seventeen years old, and that revelation didn't belong to anybody in our family. The only book in the house during my early childhood was a Bible and a catalogue somebody sent us.

There were twelve members in our family, but, you see, we had three rooms to live in, including a dining room, which was also the kitchen. Everybody worked at our house. We thought everybody else in the world had gravy and bread for breakfast, liver and cracklin' hoe cake for dinner, buttermilk and corn pone for supper, 'cause that's what we had—and liked it.

Some of us wore brogan shoes occasionally in the wintertime. We had nice white shirts for summertime use. We slept on straw ticks, and pillows were not thought of or required. I didn't know that money would rattle until I was nearly grown. Father got hold of two-half dollars at the same time, and let us hear them rattle. Taxes were not higher, but harder to pay than now.

We owned two kerosene lamps, neither of which had a chimney. Our house wasn't ceiled, but two of our rooms had lofts in them. We had a glass window in our "company" room. Our nicest piece of furniture was a homemade rocking chair. Our beds were of the slat or tight-rope variety. The "trundle bed" took care of all the yunguns under five years of age, and it stayed full all the time.

We went to school two or three months in the year, but not in a bus. We attended church once a month, but not in a car; we used a two-mule wagon. We dressed up on Sundays, but not in silks or satins. We neither wrote letters nor received any. We made our own lye hominy, distilled our own lye from our ash-hopper. We drank sassafras tea and never had a yearning for coffee.

We sopped our own molasses; we ate our own meat; we considered rice a delicacy for only the preachers to eat; we had heard of cheese, but never saw any; we knew of some store-bought clothes but never hoped to wear any; we got a stick of candy and three raisins for Christmas, and were happy; we loved ma and pa and were never hungry, didn't want much, expected nothing. And that's why our so-called hard times ain't hard on me.

—*Bandera (Tex.) New Era*

Checking a Road Hazard

THE Delaware campaign against sleepy truck drivers is one way to fight a vicious situation, but it touches the roots of the problem only obliquely. After several serious accidents caused by truckmen on the job so long their senses were no longer alert, the Delaware police are now stopping all trucks, demanding proof that drivers have not been working more than sixteen hours continuously and halting those who need rest. If the record shows that they have worked sixteen of the last twenty-four hours, they are forced to rest eight hours before going on.

This checks one of the most serious road hazards. But the real responsibility lies elsewhere. Companies which keep drivers on the go that long require rigid control. Perhaps codes now being prepared will provide it. Perhaps a few eight-hour delays in the delivery of perishable produce will drive the lesson home.

—*From the Philadelphia (Pa.) Ledger.*

Arc-Melted Pavement

SOVIET Russia has contributed the latest, and what may prove to be a most important, development in the art of road-building. The *British-Russian Gazette* describes a process by which a machine digs up the clay, loam, sand or gravel through which it is desired to build the highway, melts it by passing an electric current through the mass, and pours it out behind in a smooth, glossy layer about a foot thick.

Experiments now being conducted in Australia in an effort to bake existing soils into brick pavements on the spot make the new process seem worthy of close observation, especially in districts where high-tension power lines offer a source of practically unlimited power available for the purpose of highway construction.

A Threat

We now have the Scotchman who wrote to the magazine: "If you don't stop publishing jokes about Scotchmen, I'll read another magazine when I go to the library."

Clicks from the Rails

"I Forgot to Stop"

was the only explanation a Southern Railway (England) engineman could give for the failure of his train to pick up a large group of commuters at the station of Petts Wood, a new suburb of London. The would-be passengers, who customarily took the 8:27 train to town daily, were amazed to see their train speed through the station without stopping, and were forced to wait half an hour for the next train. The engineman explained later that he had forgotten to stop until he was so far past the depot that he dared not back up for fear of colliding with a following train.

Old Fashioned Winters

may bring joy to the hearts of certain hardy individuals but they are simply a pain in the pocketbook to the Canadian National's management. In December, 1932, Canada had very mild weather, and not a single snow plow was operated, the only extra expense due to weather conditions was that required to pay for shoveling out a few switches. December, 1933, was quite different, however, for during that one month it cost the railroad $85,000 to operate snow plows a total of 55,000 miles.

The Tallest Passenger

ever to ride on the Louisville and Nashville was Robert Wadlow, of Alton, Ill., a fifteen year old lad, who stands 7 feet 10 inches in his stocking feet and, according to doctors, is apt to grow taller. In his travels he sleeps on a special cot in the baggage car when possible. Recently he boarded a train to go from St. Louis to Birmingham but, as there was no baggage car on the train, he could not lie down until the back of a seat was removed and he was permitted to stretch across the backless seat and on to the cushion of the seat beyond.

The "Flying Scot,"

the famous British train, has a human rival for ground-covering honors in the person of Cecil Furst, a Scot, who bought one of the London Northeastern Railway's tickets which cost $3.75 and permit the holder to travel at will within certain defined limits, and covered 2,500 miles in the seven days allowed. Another individual turned in a record of 1,504 miles in a week. In a four-month period this railroad alone issued 83,000 holiday season tickets of this type and made a neat profit.

Railroad Tickets

are printed in a variety of colors, shapes, and sizes in various parts of the world. Some Danish tickets measure only 1½ by ⅝ inches. The six-mile long Persian State Railways have tickets 8 by 4 inches. In British North Borneo circular tickets are common. Belgian tickets are printed in French and Flemish; some Swiss tickets are printed in French, German, and Italian; while Malay tickets have English wording on one side, and Tamil, Malay and Chinese on the other.

The 60,000th Locomotive

built at the Baldwin Locomotive Works was recently moved five blocks through a Philadelphia street on its way from a railroad yard to the Franklin Memorial where it was placed on exhibition. It took six days to move the massive machine those five city squares.

A Big Window-washing Job

faces the squad of five men who have been employed to clean the 22,400 squares of glass in the roof of the Waterloo (London) station of the Southern Railway. It will take approximately three months to completely cover the more than 13 acres of glass in the roof.

The Oldest Railroad Man

in the world, Kirby Jackson, of Chicago, died at Ft. Wayne, Ind., on Christmas Eve, in his 102nd year. Mr. Jackson was born March 8, 1832, at the time when Andrew Jackson was completing his first term as president. He began his railroad career in 1858, firing a wood burning locomotive out of Chicago, and three years later he became an engineman, continuing in that capacity until his retirement on pension April 1, 1902.

Dependable as the Busses

was a train which did not operate on days when it rained or snowed, as once scheduled on a railroad running between Reading and Harrisburg, Pa., according to a timetable now in the possession of Horace Koons, retired telegraph operator of Collegeville, Pa. This startling information was contained in a footnote which read: "xx—Train will run if weather is fair."

Trains Climb Vesuvius,

the famous Italian volcano, discharging passengers just below the actual rim of the crater. The first section of the line is built on the adhesion principle with ordinary electric locomotives, then comes a rack and pinion section, and, finally, a cable hoists the cars up the last section, which terminates just below the crater's edge.

The Tallest Railroader

in the country is probably Fred Butterworth, a Norfolk and Western car service clerk, who is six feet, ten inches tall. Mr. Butterworth, who is 26 and literally towers head and shoulders over a man of average height, wonders if any other railroader can match his "altitude."

Home

I TURNED an ancient poet's book,
And found upon the page:
"Stone walls do not a prison make,
Nor iron bars a cage."
Yes, that is true, and something more;
You'll find where'er you roam,
That marble floors and gilded walls,
Can never make a home.
But every house where Love abides,
And Friendship is a guest,
Is surely home, and home sweet home,
For there the heart can rest.

—HENRY VAN DYKE.